



SENATOR RUNNER'S WEEK IN REVIEW

A WEEKLY REVIEW THAT WILL KEEP YOU INFORMED AND UP-TO-DATE



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Legislature Puts Brakes on Governor's GoCalifornia Transportation Package

Governor Schwarzenegger's May Revise funded Proposition 42 with \$1.3 billion for our much-needed transportation projects. The infusion of critical funding to build these transportation projects go in tandem with the Governor's GoCalifornia package that will provide more tools to build roads quicker and more cost effectively.

Unfortunately, this week, in a span of two days, the Assembly Appropriations Committee and the Senate Appropriations Committee killed all three of the GoCalifornia measures. The three measures in the GoCalifornia package are authored by both Democrats and Republicans and are focused on improving project delivery with fewer costs.

Both Democrat-led committees chose to continue to handcuff this state from expeditiously delivering projects that would improve our infrastructure in order to side with the public employee union. The public employees' union fought vehemently to keep the status quo of slow delivery and high costs instead of making more tools available to the state to build roads faster.

Specifically, the components of the GoCalifornia package are:

My bill, SB 371 which is joint-authored with Senator Tom Torlakson (D-Antioch), gives Caltrans the ability to use "design-build," a streamlined building process that shortens project delivery. With design-build, Caltrans selects a contractor to design and construct a project under one agreement. Traditionally, Caltrans has used the lengthy design-bid-build process, whereby Caltrans engineers designed the project and then Caltrans awarded the construction to a private firm. The current design-bid-build process is tied up with unnecessary bureaucratic and time-consuming red tape. This will streamline the design-build process, expedite transportation projects, and provide commuters with congestion relief sooner rather than later.

AB 1266 by Assemblyman Roger Niello (R-Fair Oaks) enables Caltrans to use design-sequencing, which jump-starts groundbreaking by allowing construction to begin as soon the design is finished for each phase of a project. Design-sequencing will help get projects done faster for less money so Californians can stay on the go.

AB 850 by Assemblyman Joe Canciamilla (D-Pittsburg) implements innovative financing,

News of the Week

[Cities May Get Money Back from State to Use for Local Priorities](#)

[Stem Cell Accountability Measure Supported](#)

[Edwards AFB in line for Millions](#)

[Proposal to Give Local Governments \\$600 million to Pay Back Half of VLF Gap Loan](#)

[Highway Patrol Ready for Holiday Weekend](#)

[Governor Says No to State-Funded Viagra for Convicted Sex Offenders](#)

[Runner's Bill to Overhaul Food Safety Laws Passes](#)

[Briefing Report: Vocational Education](#)

including public-private partnerships, to pay for building and maintaining California's roads and highways. These partnerships will permit Caltrans to accept private investment and allow private operators to charge tolls to recoup their investment. This proposal could also pave the way for truck-only lanes which would decrease the truck traffic that clogs freeways and increases commutes.

While it is critical that we fully fund Proposition 42 in order to improve our transportation system, it is also important to support ways that will get our transportation system moving sooner. This week, unfortunately, the Democrat-controlled committees put on the brakes and embraced the status quo.

I am committed to continue working to get these bipartisan measures moving again and implemented in order for California to use the \$1.3 billion in the most efficient way. Stay tuned...

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